

utilities. The widening would occur outside of existing right-of-way along I-5; therefore, this alternative would be less compatible with surrounding land uses than the other Modal Alternative segments.

I-5: Burbank to LAUS (widen 4 lanes)

Under the Modal Alternative, I-5 would be widened four lanes between downtown Burbank and near LAUS where I-5 intersects I-10. Land uses surrounding this segment include low density residential, industrial, commercial, and transportation and utilities. The widening would occur outside of existing right-of-way along I-5; therefore, this alternative would be less compatible with surrounding land uses than the other Modal Alternative segments.

SR-58/SR-14: SR-99 to Palmdale (no widening)

Under the Modal Alternative, no lanes would be added to SR-58 between SR-99 in Kern County and the intersection of SR-58 and SR-14 north of Mojave and SR-14 between Mojave and south of Rancho Vista Boulevard in Palmdale. Land uses surrounding this segment include agricultural, commercial, industrial, low density residential, medium to high density residential, and transportation and utilities. No widening would occur outside of existing right-of-way along SR-58 and SR-14; therefore, this alternative would be more compatible with surrounding land uses than the other Modal Alternative segments.

SR-14: Palmdale to I-5 (widen 2 lanes)

Under the Modal Alternative, SR-14 would be widened two lanes between Palmdale to I-5 in Santa Clarita. Land uses surrounding this segment include commercial, industrial, low density residential, open space and recreation, and transportation and utilities. The widening would occur outside of existing right-of-way along I-5; therefore, this alternative would be less compatible with surrounding land uses than the other Modal Alternative segments.

#### **4.2.2. ENVIRONMENTAL JUSTICE**

An analysis of minority and low income populations by segment and facility location may be found in Table 4.2.2-1.

**Table 4.2.2-1  
ENVIRONMENTAL JUSTICE FACTORS  
MODAL ALTERNATIVE SEGMENT AND AIRPORT STUDY AREAS  
BAKERSFIELD TO LOS ANGELES REGION**

	<b>Percent Minority Population</b>	<b>Percent Population Below Poverty Income Level</b>
<b>HIGHWAYS</b>		
I-5: SR-99 to SR-14 (widen 2 lanes)	27.6%	5.8%
I-5: SR-14 to I-405 (double-deck 4 lanes)	84.7%	14.1%
I-5: I-405 to Burbank (widen 4 lanes)	72.6%	17.5%
I-5: Burbank to LAUS (widen 4 lanes)	81.6%	23.5%
SR-58/14: SR-99 to Palmdale (no widening)	59.5%	23.6%
SR-14: Palmdale to I-5 (widen 2 lanes)	45.4%	11.9%
<b>AIRPORT</b>		
Burbank (9.9 additional MAP, 19 new gates, 1 new runway, 1 new access)	80.4%	21.5%
Source: P&D Environmental Services		

Under the criteria outlined in Section 3, the following Modal Alternative segments were found to have potential for environmental justice impacts:

- I-5: SR-14 to I-405 (double-deck 4 lanes): Minority population represents 85 percent of total population in this segment study area, exceeding the 50 percent minority population criteria.
- I-5: I-405 to Burbank (widen 4 lanes): Minority population represents 73 percent of total population in this segment study area, exceeding the 50 percent minority population criteria
- I-5: Burbank to LAUS (widen 4 lanes): Minority population represents 82 percent of total population in this segment study area, exceeding the 50 percent minority population criteria
- SR-58/14: SR-99 to Palmdale (no widening): Minority population represents 60 percent of total population in this segment study area, exceeding the 50 percent minority population criteria
- Burbank (9.9 additional MAP, 19 new gates, 1 new runway, 1 new access): Minority population represents 80 percent of total population in this segment study area, exceeding the 50 percent minority population criteria

#### **4.2.3. COMMUNITY/NEIGHBORHOOD IMPACTS**

Community cohesion is the degree to which residents have a "sense of belonging" to their neighborhood, a level of commitment of the residents to the community, or a strong attachment to neighbors, groups, and institutions. Transportation projects may divide cohesive neighborhoods when they act as physical barriers or where they are perceived as psychological barriers by the residents. A transportation project that modifies, interferes with, or terminates access to community facilities and services may also affect community cohesion.

For this analysis, Modal Alternative Segments were anticipated to have an adverse impact on community cohesion if they divide an existing neighborhood, thereby restricting access within the community or to community facilities and services.

Based on these criteria, no segments would have an adverse impact on community cohesion, as all segments follow existing highway and rail rights-of-way.

#### **4.2.4. PROPERTY**

The highest potential for property impacts due to Modal Alternative highway improvements would occur primarily in urbanized areas. The northern portion of this region is largely agricultural, and the potential for property impacts would be low. The central portion of this region traverses the mountains and is largely rugged and undeveloped land. This portion also crosses the high desert, including the communities of Palmdale and Lancaster. Although this segment crosses these communities, much of the land uses remain rural. The potential for property impacts in this area would also be low. Portions of the Modal Alternative along I-5 that would traverse urban development would potentially result in medium to high impacts.

Upon entering the southern portion of this region (Sylmar to Los Angeles), the land uses become a mix of suburban uses. This portion of the region contains the greatest potential for medium to high property impacts. Overall, 13 mi (21 km) of highway alignment (6% of total Modal Alternative highway alignment in the region) would potentially result in high property impacts, and 24 mi (39 km) of alignment (11% of total Modal Alternative highway alignment in the region) would potentially result in medium property impacts. Approximately 107 ac (43 ha) of land around the Burbank-Glendale-Pasadena Airport expansion would have a high potential for property impacts, and 350 ac (142 ha) of land around the airport have a medium potential for property impacts.

### **4.3 HIGH-SPEED TRAIN ALTERNATIVE**

#### **4.3.1. LAND USE COMPATIBILITY ISSUES OF PROPOSED STATION SITES AND ANCILLARY FACILITIES**

##### **A. PALMDALE STATION**

The proposed Palmdale Station would generally be compatible with designated land uses in the study area. Commercial, industrial and vacant land make up the greatest percentage of land uses in the study area which would be impacted by this alternative (Table 4.3.1-1). These land uses are generally considered highly compatible with the proposed project. This alternative would impact low density residential and medium-to-high density residential land uses in the study area. Respectively, these land uses represent 10.0 percent and 21.0 percent of total acres of land uses in the study area. Since this alternative would impact ten percent of low density residential land uses in the study area, it is considered to be of medium compatibility with land uses in the study area.

The proposed Palmdale Station would be consistent with the City's General Plan to promote opportunities for rail service to move goods, passengers and commuters into and out of the planning area, to encourage extension of passenger rail service to the City of Palmdale and to support regional efforts to connect Palmdale Regional Airport to Los Angeles with a high-speed train.

**Table 4.3.1-1**  
**Summary of Land Use in the Palmdale Station Study Area**

General Land Use Designation	Summary of Acres Impacted	Percent of Acres Impacted
Agriculture	3.4	1.4
Commercial	27.8	11.8
Industrial	36.1	15.3
Low Density Residential	23.7	10.0
Medium-to-High Density Residential	49.6	21.0
Transportation and Utilities	12.0	5.1
Vacant	83.9	35.5
<b>Total Area</b>	<b>236.4</b>	

#### B. SYLMAR STATION

The proposed Sylmar Station would not be generally compatible with designated land uses in the study area. Low density residential, commercial and industrial make up the greatest percentage of land uses in the study area which would be impacted by this alternative (Table 4.3.1-2). Commercial and industrial land uses are considered highly compatible with the proposed project; however, low density residential land uses are not compatible with the proposed project. Low density residential and medium-to-high density residential land uses represent approximately 39.9 percent and 16.1 percent, respectively, of total acres of land uses in the study area. Since this alternative would impact more than 30 percent of low density residential land uses in the study area, it is considered to be of low compatibility with land uses in the study area.

The proposed Sylmar Station would be inconsistent with existing land uses and a stated land use policy of the Sylmar Community Plan is to preserve existing residential neighborhoods. However, this alternative would be consistent with the local planning policy since it would encourage "mixed-use" development along San Fernando Road near the Sylmar-San Fernando Commuter Rail Station. The proposed Sylmar Station would also be consistent with the Land Use/Transportation policy of the City of Los Angeles General Plan to focus development near transit stations, reduce reliance on automobiles and increase land use intensity in transit station areas.

**Table 4.3.1-2**  
**Summary of Land Use in the Sylmar Station Study Area**

General Land Use Designation	Summary of Acres Impacted	Percent of Acres Impacted
Commercial	30.2	13.5
Industrial	23.2	10.4
Low Density Residential	89.2	39.9
Medium-to-High Density Residential	35.9	16.1
Open Space and Recreation	8.6	3.8
Vacant	36.4	16.3
<b>Total Area</b>	<b>223.5</b>	

#### C. BURBANK AIRPORT

The proposed Burbank Airport station would not be generally be compatible with designated land uses in the study area. Transportation and utilities, industrial and low density residential land uses make up the greatest percentage of land uses in the study area which would be impacted by this alternative (Table 4.3.1-3). Transportation and utilities and industrial land uses are generally considered highly compatible with the proposed project; however, low density residential land uses are not compatible with the proposed project. Low density residential represents approximately 67.4 percent of total acres of land uses in the study area. Since this

alternative would impact more than 30 percent of low density residential land uses, the proposed project is not considered to be compatible with land uses in the study area.

The proposed Burbank Airport station would be consistent with the City of Burbank's Land Use Plan since the Airport is located in the Golden State Redevelopment Project area and redevelopment areas are considered to be highly compatible with the proposed project.

**Table 4.3.1-3**  
**Summary of Land Use in the Burbank Airport Station Study Area**

General Land Use Designation	Summary of Acres Impacted	Percent of Acres Impacted
Industrial	67.7	13.8
Commercial	83.9	17.1
Extraction	6.8	1.4
Industrial	1.4	0.3
Low Density Residential	330.5	67.4
<b>Total Area</b>	<b>490.3</b>	

#### D. METROLINK/UPRR: BURBANK DOWNTOWN STATION

The proposed Metrolink/UPRR: Burbank Downtown Station would be generally compatible with designated land uses in the study area. Industrial, transportation and utilities, commercial and low density residential make up the greatest percentage of land uses in the study area which would be impacted by this alternative (Table 4.3.1-4). Industrial, transportation and utilities and commercial land uses are generally considered highly compatible with the proposed project. Low density residential and medium-to-high density residential would be impacted as a result of this alternative. Respectively these land uses represent 1.0 percent and 1.7 percent of total acres of land uses in the study area. Since this alternative would impact less than 10 percent of low density residential land uses, it is considered to be highly compatible with land uses in the study area.

The Burbank General Plan does not contain any policies that specifically relate to passenger rail/High-Speed rail projects; therefore, this alternative is not considered to be consistent with the Burbank General Plan Land Use Plan.

**Table 4.3.1-4**  
**Summary of Land Use in the Metrolink/UPRR: Burbank Downtown Station Study Area**

General Land Use Designation	Summary of Acres Impacted	Percent of Acres Impacted
Commercial	30.6	14.2
Industrial	122.4	56.8
Low Density Residential	2.1	1.0
Medium-to-High Density Residential	3.6	1.7
Transportation and Utilities	55.8	25.9
Vacant	0.9	0.4
<b>Total Area</b>	<b>215.5</b>	

#### E. EXISTING LAUS

The Existing LAUS Station would be compatible with designated land uses in the study area. Public facilities and institutions, transportation and utilities, commercial and industrial make up the greatest percentage of land uses in the study area which would be impacted by this

alternative. These land uses are generally considered highly compatible with the proposed project. Medium residential land uses only comprise approximately 0.8 percent of land uses in the study area. Since this alternative has a high percentage of commercial, industrial, transportation and manufacturing land uses and since it does not impact low density residential land uses, it is considered to be highly compatible with land uses in the study area.

The LAUS Existing Station is located in the City of Los Angeles. This alternative would be consistent with the Land Use/Transportation policy of the City of Los Angeles General Plan to focus development near transit stations, reduce reliance on automobiles, increase land use intensity in transit station areas.

The LAUS Existing Station is also located in the Central City North Community Plan. This alternative would be consistent with the goals and policies in the Community Plan by providing improved accessibility to the Central City North Community Plan area which would support plan policies to make downtown a tourist destination, encourage rail connections and the connection of major centers with high-density residential and commercial uses connected by a rapid transit system. The Community Plan also contains several policies to encourage the redevelopment of Union Station as a transportation center, with which the proposed project is consistent.

The LAUS Existing Station is located within the Alameda District Specific Plan (for a portion of the Central City North Community Plan). As stated above, this alternative would improve accessibility to the Central City North Community Plan area as well as the Alameda District Specific Plan area. The proposed project would also support goals and policies of the Specific Plan to provide continued and expanded development of the site as a major transportation hub for the region. In addition, the project would support the continued development of government facilities in the study area.

**Table 4.3.1-5**  
**Summary of Land Use in the LAUS Existing Station Study Area**

General Land Use Designation	Summary of Acres Impacted	Percent of Acres Impacted
Commercial	44.9	17.0
Industrial	23.6	9.0
Medium-to-High Density Residential	2.0	0.8
Open Space and Recreation	4.0	1.5
Public Facilities & Institutions	87.3	33.1
Transportation and Utilities	86.3	32.8
Under Construction	8.6	3.3
Vacant	6.9	2.6
<b>Total</b>	<b>263.5</b>	

#### F. LAUS SOUTH

The LAUS South Station would be generally compatible with designated land uses in the study area. Transportation and utilities, industrial and public facilities and institutions make up the greatest percentage of land uses in the study area which would be impacted by this alternative. These land uses are considered highly compatible with the proposed project. Low density residential land uses and medium-to-high density residential land uses represent, respectively, 0.6 percent and 9.0 percent of total acres of land uses in the study area. Since this alternative impacts less than 10 percent of low density residential land uses, it is considered to be highly compatibility with the land uses in the study area.

The LAUS South Station site is located in the City of Los Angeles. This alternative would be consistent with the Land Use/Transportation policy of the City of Los Angeles to focus

development near transit stations, reduce reliance on automobiles, increase land use intensity in transit station areas.

The LAUS South Station site is also located in the Central City North Community in the City of Los Angeles. This alternative would be consistent with the goals and policies in the Central City North Community Plan by providing improved accessibility to the Central City North Community Plan area which would support plan policies to make downtown a tourist destination, encourage rail connections and the connection of major centers with high-density residential and commercial uses connected by a rapid transit system. The Community Plan also contains several policies to encourage the redevelopment of Union Station as a transportation center, with which this alternative is consistent.

The Little Tokyo Redevelopment Project is currently located outside the LAUS South Station site study area; however, the Little Tokyo Redevelopment Project is also located in the Central City North Community Plan. Stated goals and policies of the Community Plan are to provide improved accessibility to the Central City North Community Plan area. This alternative would support plan policies to make downtown a tourist destination, encourage rail connections and the connection of major centers with high-density residential and commercial uses connected by a rapid transit system. This alternative would encourage visitors and tourist to utilize the shopping and entrainment activities in the Little Tokyo Redevelopment Project area. This would result in a beneficial impact of the proposed project. As such, the proposed project is considered to be highly compatibility with the Little Tokyo Redevelopment Project.

**Table 4.3.1-6**  
**Summary of Land Use in the LAUS South Station Study Area**

General Land Use Designation	Summary of Acres Impacted	Percent of Acres Impacted
Commercial	11.1	3.6
Industrial	104.8	34.1
Low Density Residential	1.8	0.6
Medium-to-High Density Residential	27.5	9.0
Public Facilities and Institutions	29.3	9.5
Transportation & Utilities	120.0	39.1
Under Construction	8.4	2.7
Vacant	4.3	1.4
<b>Total Area</b>	<b>307.1</b>	

#### G. LAUS EAST BANK

The LAUS East Bank Station would be generally compatible with designated land uses in the study area. Transportation and utilities, industrial, commercial, and medium-to-high density residential make up the greatest percentage of land uses in the study area which would be impacted by this alternative. Transportation and utilities, industrial, commercial land uses are generally considered compatible with the proposed project. Respectively, low density residential and medium-to-high density residential represent approximately 0.5 percent and 7.4 percent of total acres of land uses in the study area. Since this alternative impacts less than 10 percent of low density residential land uses, it is considered to be highly compatible with land uses in the study area.

The LAUS East Bank Station site is located in the City of Los Angeles. This alternative would be consistent with the Land Use/Transportation policy of the City of Los Angeles to focus development near transit stations, reduce reliance on automobiles, increase land use intensity in transit station areas.



The LAUS East Bank Station site is also located in the Central City North Community Plan. This alternative would be consistent with the goals and policies in the Community Plan by providing improved accessibility to the Central City North Community Plan area which would support plan policies to make downtown a tourist destination, encourage rail connections and the connection of major centers with high-density residential and commercial uses connected by a rapid transit system. The Community Plan also contains several policies to encourage the redevelopment of Union Station as a transportation center, with which this alternative is consistent.

**Table 4.3.1-7**  
**Summary of Land Use in the LAUS East Bank Station Study Area**

General Land Use Designation	Summary of Acres Impacted	Percent of Acres Impacted
Commercial	25.5	6.4
Industrial	107.6	27.0
Low Density Residential	1.8	0.5
Medium to High Density Residential	29.3	7.4
Open Space and Recreation	2.5	0.6
Public Facilities & Institutions	56.6	14.2
Transportation & Utilities	156.4	39.3
Under Construction	8.6	2.2
Vacant	10.2	2.6
<b>Total Area</b>	<b>398.4</b>	

#### H. MAINTENANCE YARD

The Maintenance Yard site would be generally compatible with designated land uses in the study area. Transportation and utilities, industrial and medium-to-high density residential and public facilities and institutions make up the greatest percentage of land uses in the study area which would be impacted by this alternative. Transportation and utilities, industrial and public facilities and institutions land uses are generally considered compatible with the proposed project. Respectively, low density residential and medium-to-high density residential land uses represent approximately 3.9 and 13.6 percent of land uses in the study area, respectively. Since the alternative would impact less than 10 percent of residential land uses, the proposed project is considered to be highly compatible with the land uses in the study area.

The Maintenance Yard is also located in the Central City North Community Plan. This alternative would be consistent with the goals and policies in the Community Plan by providing improved accessibility to the Central City North Community Plan area which would support plan policies to make downtown a tourist destination, encourage rail connections and the connection of major centers with high-density residential and commercial uses connected by a rapid transit system. The Community Plan also contains several policies to encourage the redevelopment of Union Station as a transportation center, with which this alternative is consistent.

**Table 4.3.1-8**  
**Summary of Land Use in the Maintenance Yard Study Area**

General Land Use Designation	Summary of Acres Impacted	Percent of Acres Impacted
Commercial	28.6	2.8
Industrial	242.7	23.5
Low Density Residential	40.6	3.9
Medium-to-High Density Residential	140.6	13.6
Open Space and Recreation	44.1	4.3
Public Facilities and Utilities	133.4	12.9
Transportation and Utilities	361.2	35.0
Vacant	35.0	3.4



Water and Floodways	4.8	0.5
<b>Total Area</b>	<b>1,031.0</b>	

## I. SEGMENTS

### Wheeler Ridge Corridor

Wheeler Ridge Corridor starts in Bakersfield in Kern County where it cuts from the existing rail corridor near downtown Bakersfield across existing low density residential, high density residential and agricultural uses to proceed along Highway 184 (Weedpatch Highway) to I-5 near the SR-99/I-5 convergence. Land uses along this segment include agricultural and single family residential. Although the segment is partially within an existing road transportation corridor, it does not stay consistently along Highway 184 and cuts through single family residential and crosses agricultural land; therefore, it is considered less compatible with existing land uses than other segment alternatives.

### Union Avenue Corridor

Union Avenue Corridor starts in Bakersfield in Kern County where it cuts from the existing rail corridor near the SR-178 terminus in downtown Bakersfield across existing industrial and commercial land uses to proceed along Union Avenue to the convergence of Union Avenue and SR-99 then follows SR-99 to the SR-99/I-5 convergence. Land uses along this segment include industrial, commercial, agricultural and low density residential. Although this segment is not within an existing or planned rail transportation corridor, it is within an exiting road transportation corridor; therefore, it is considered more compatible with existing land uses than other segment alternatives.

### I-5: Tehachapi Crossing

I-5: Tehachapi Crossing proceeds south from the I-5/SR-99 convergence along I-5 through the Tehachapi Mountains through the west side of the City of Santa Clarita to Roxford Street in Sylmar. Although the segment is mostly within tunnels it proceeds along structures across Pyramid Lake and again as it enters the City of Santa Clarita and crosses I-5. The segment exits tunnels to proceed along cut and fill near Tejon Lake in Castac Valley this may conflict with Tejon Ranch plans to build low density residential on the entitled land adjacent to Tejon Lake. Land uses along this segment include rangeland, open space and recreation, industrial and commercial. Some abutting areas are designated Significant Ecological Areas. Although this segment is not within an existing or planned rail transportation corridor, it is within an exiting road transportation corridor and within tunnels through sections of low density residential; therefore, it is considered more compatible with existing land uses than some other segment alternatives.

### SR-58 Corridor

SR-58 corridor proceeds east out of Bakersfield and into the Tehachapi Mountains along SR-58 then deviates from SR-58 through the northern end of the city of Tehachapi and then southeast where it joins SR-58 again south of the City of Mojave to the convergence of SR-58 and the existing UPRR corridor. Most of this segment is cut and fill with a few tunnels in areas where cut and fill through the mountain would not be feasible. Tejon Ranch does not currently have any plans for development along the easternmost portion of this segment where it passes through the northern section of Tejon Ranch. Land uses along this segment include agricultural, industrial, commercial and low density residential. Although this segment is within an existing road transportation corridor, it frequently diverges from SR-58 and cuts through agricultural and

low density residential; therefore, it is considered less compatible with existing land uses than other segment alternatives.

#### Antelope Valley Corridor

Antelope Valley Corridor proceeds south from the SR-58/UPRR convergence south of the City of Mojave through the City of Rosamond and the City of Lancaster along the existing UPRR tracks to just north of Avenue O in the City of Palmdale. Land uses along this segment are mostly Industrial, Commercial, Agricultural, and High Density Residential. This segment is within an existing rail transportation corridor; therefore, it is considered more compatible with existing land uses than other segment alternatives.

#### Palmdale Station Siding

Palmdale Station Siding proceeds south from just north of Avenue O to Avenue R-8 in the City of Palmdale. Land uses along this segment include industrial, commercial and low density residential. This segment is within an existing rail transportation corridor; therefore, it is considered to be more compatible with existing land uses than other segment alternatives.

#### Soledad Canyon Corridor

Soledad Canyon Corridor proceeds south from Avenue R-8 in Palmdale across the California Aqueduct and curves west along Soledad Canyon Road adjacent to Angeles National Forest and then along SR-14 to Roxford Street in Sylmar. Land uses along this segment include rangeland, low density residential, open space and recreation, and extraction. Some abutting areas are designated Significant Ecological Areas. Because this segment does not follow an existing transportation corridor and most of the segment is above ground, this segment is considered to be less compatible with existing land uses than other segment alternatives.

#### Metrolink/UPRR: to Sylmar Metrolink Station

Metrolink/UPRR: to Sylmar Metrolink Station proceeds south from Roxford Street to Larkspur Street in Sylmar. Land uses along this segment include commercial, medium to high density residential and industrial. This segment is within an existing rail transportation corridor; therefore, it is considered to be more compatible with existing land uses than other segment alternatives.

#### Sylmar Station Siding

Sylmar Station Siding proceeds south from Larkspur Street through the City of San Fernando to SR-118 in Pacoima. Land uses along this segment include single family residential, commercial, industrial, and public facilities and institutions. This segment is within an existing rail transportation corridor; therefore, it is considered to be more compatible with existing land uses than other segment alternatives.

#### Metrolink/UPRR: Sylmar Metrolink Station to Burbank Airport

Metrolink/UPRR: Sylmar Metrolink Station to Burbank Airport proceeds south from SR-118 in Pacoima past Whiteman Airpark to Tujunga Wash in Sun Valley. Land uses along this segment include single family residential, industrial, and transportation and utilities. This segment is within an existing rail transportation corridor; therefore, it is considered to be more compatible with existing land uses than other segment alternatives.

### Burbank Airport Siding

Burbank Airport Siding proceeds south from Tujunga Wash in Sun Valley past the north-south runway of Burbank Airport to Buena Vista Street in the City of Burbank. Land uses along this segment include low density residential, industrial, disposal facilities, and transportation and utilities. This segment is within an existing rail transportation corridor; therefore, it is considered to be more compatible with existing land uses than other alternatives.

### Metrolink/UPRR: Burbank Airport to Downtown Burbank

Metrolink/UPRR: Burbank Airport to Downtown Burbank proceeds south from Buena Vista Street to Empire Avenue in the City of Burbank. Land uses along this segment include transportation and utilities, industrial, and low density residential. This segment is within an existing rail transportation corridor; therefore, it is considered to be more compatible with existing land uses than other alternatives.

### Burbank Downtown Station Siding

Burbank Downtown Station Siding proceeds south from Empire Avenue to Providencia Avenue in the City of Burbank. Land uses along this segment include low density residential, medium to high density residential, industrial, commercial, and transportation and utilities. This segment is within an existing rail transportation corridor; therefore, it is considered to be more compatible with existing land uses than other alternatives.

### Metrolink/UPRR: Burbank Downtown Siding

Metrolink/UPRR: Burbank Downtown Siding proceeds from Providencia Avenue in the City of Burbank to West California Avenue in the City of Glendale along the existing Metrolink/UPRR corridor. Land uses along this segment include low density residential, commercial and industrial. This segment is within an existing rail transportation corridor; therefore, it is considered to be more compatible with existing land uses than other alternatives.

### Metrolink/UPRR: Glendale

Metrolink/UPRR: Glendale proceeds from West California Avenue in the City of Glendale to Fletcher Drive in Atwater Village along the existing Metrolink/UPRR corridor. Land uses along this segment include industrial, commercial, low density residential and medium to high density residential. This segment is within an existing rail transportation corridor; therefore, it is considered to be more compatible with existing land uses than other alternatives.

### Metrolink/UPRR: Downtown Burbank to LAUS (over and under I-5 and SR-110)

Metrolink/UPRR: Downtown Burbank to LAUS (over and under I-5 and SR-110) proceeds from Fletcher Drive in Atwater Village to Elm Street in Cypress Park along San Fernando Road. Land uses along this segment include transportation and utilities and industrial. Although this segment is not within an existing transportation corridor it is adjacent to the existing Metrolink/UPRR repair facility; therefore, it is considered to be more compatible with existing land uses than other alternatives.

### Metrolink/UPRR: Downtown Burbank to LAUS (over I-5 and SR-110)

Metrolink/UPRR: Downtown Burbank to LAUS (over I-5 and SR-110) proceeds from Elm Street in Cypress Park over I-5 and SR-110 following the Los Angeles River and the existing

Metrolink/UPRR corridor south, curves west at Pasadena Avenue and follows Main Street in Chinatown to Rondout Street in Chinatown. Land uses along this segment include transportation and utilities, industrial, medium to high density residential, open space and recreation, and public facilities and institutions. Most of this segment follows the existing Metrolink/UPRR corridor; therefore, it is considered more compatible with existing land uses than other alternatives.

Metrolink/UPRR: Downtown Burbank to LAUS (under I-5 and SR-110)

Metrolink/UPRR: Downtown Burbank to LAUS (under I-5 and SR-110) proceeds from Elm Street in Cypress Park under I-5 and SR-110 following the Los Angeles River and the existing Metrolink/UPRR corridor south, curves west at Spring Street and follows Main Street in Chinatown to Rondout Street in Chinatown. Land uses along this segment include transportation and utilities, industrial, medium to high density residential, open space and recreation, and public facilities and institutions. Most of this segment follows the existing Metrolink/UPRR corridor; therefore, it is considered more compatible with existing land uses than other alternatives.

I-5: Burbank Downtown Siding

I-5: Burbank Downtown Siding proceeds from Providencia Avenue in the City of Burbank to Hazel Street in the City of Glendale along Flower Street adjacent to I-5. Land uses along this segment include industrial, open space and recreation, and transportation and utilities. This segment is not within an existing transportation corridor (neither major road nor rail); therefore it is considered to be less compatible with existing land uses than other alternatives.

I-5: Glendale

I-5 Glendale proceeds from Hazel Street in the City of Glendale to just south of Glendale Boulevard along the Los Angeles River. Land uses along this segment include low density residential, industrial, and open space and recreation. This segment is not within an existing transportation corridor; therefore, it is considered to be less compatible with existing land uses than other alternatives.

I-5: Downtown Burbank to LAUS Station (cut and cover at Silver Lake)

I-5: Downtown Burbank to LAUS Station (cut and cover at Silver Lake) proceeds south from south of Glendale Boulevard through Silverlake and Elysian Park where it curves around Dodger Stadium in a tunnel and emerges at the intersection of Spring Street and West Ann Street in Chinatown to Rondout Street. Land uses along this segment include low density residential and open space and recreation. Although this segment is not within an existing transportation corridor it is within a tunnel; therefore, it is considered more compatible with existing land uses than other alternatives.

I-5: Downtown Burbank to LAUS Station (aerial at Silver Lake)

I-5: Downtown Burbank to LAUS Station (aerial at Silver Lake) proceeds south from south of Glendale Boulevard through Silverlake and Elysian Park where it curves around Dodger Stadium in a tunnel and emerges at the intersection of Spring Street and West Ann Street in Chinatown to Rondout Street. Land uses along this segment include low density residential and open space and recreation. This segment is neither along an existing transportation corridor nor is it within a tunnel; therefore, it is considered less compatible with existing land uses than other alternatives.

### LAUS East Bank North

LAUS East Bank North proceeds south from North Broadway Avenue along the existing Metrolink/UPRR corridor crosses the Los Angeles River near Rondout Street to Cesar E. Chavez Avenue. Land uses along this segment include industrial, public facilities and institutions and transportation and utilities. This segment is within an existing rail transportation corridor; therefore it is considered more compatible with existing land uses than other alternatives.

### LAUS East Bank Siding

LAUS East Bank Siding proceeds south from Cesar E. Chavez Avenue to South Meyers Street along the existing Metrolink/UPRR corridor. Land uses along this segment include industrial and transportation and utilities. This segment is within an existing rail transportation corridor; therefore, it is considered more compatible with existing land uses than other alternatives.

### LAUS Existing Siding

LAUS Existing Siding proceeds from Rondout Street in Chinatown past SR-101 where it diverges from the existing Metrolink/UPRR corridor to Jackson Street in Little Tokyo. Land uses along this segment include transportation and utilities, commercial, and industrial. Because this segment diverges from existing rail corridor and does not follow another transportation corridor and is not within a tunnel, it is considered less compatible with existing land uses than other alternatives.

### LAUS Existing South

LAUS Existing South proceeds from Jackson Street in Little Tokyo across the Los Angeles River then along the existing Metrolink/UPRR corridor to South Meyers Street. Land uses along this segment include industrial and transportation and utilities. Because this segment is not within existing rail corridor, does not follow another transportation corridor and is not within a tunnel, it is considered less compatible with existing land uses than other alternatives.

### South Connection

South Connection proceeds south from South Meyers Street along the existing Metrolink/UPRR Corridor and curves south past Washington Boulevard to connect with the existing Metrolink/BNSF Rail corridor. Land uses along this segment include transportation and utilities and industrial. This segment is within an existing rail transportation corridor; therefore, it is considered more compatible with existing land uses than other alternatives.

### LAUS South Siding

LAUS South Siding proceeds south from Rondout Street where it curves east at the intersection of Commercial Street and North Geary Street and follows SR-101 then curves northeast at North Meyers Street along Mission Road to Gallardo Street. Land uses surrounding this segment include transportation and utilities, industrial, commercial, and medium to high density residential. This segment is not within an existing rail or road transportation corridor and is not within a tunnel; therefore, it is considered less compatible with existing land uses than other alternatives.

### LAUS Existing East

LAUS Existing East proceeds south from Jackson Street and curves over the Los Angeles River and over SR-101 paralleling SR-10 and Mission Street to Gallardo Street. Land uses along this

segment include industrial, medium to high density residential, transportation and utilities, and low density residential. This segment is not within an existing rail or road transportation corridor and is not within a tunnel; therefore, it is considered less compatible with existing land uses than other alternatives.

#### East Connection

East Connection proceeds east from Gallardo Street along Mission Road to the intersection of Mission Road and Valley Boulevard where it parallels the UPRR along Valley Boulevard to Soto Street. Land uses along this segment include transportation and utilities, industrial, public facilities and institutions, medium to high density residential, and recreation and open space. This segment is not within an existing rail or road transportation corridor and is not within a tunnel; therefore, it is considered less compatible with existing land uses than other alternatives.

#### **4.3.2. ENVIRONMENTAL JUSTICE**

An analysis of minority and low income populations by segment and facility location may be found in Table 4.3.2-1.

Under the criteria described in Section 3, the following HST Alternative segments or station study areas were found to have potential for environmental justice impacts based on disproportionate representation of minority or low-income population:

- Wheeler Ridge Corridor: Minority population represents 85 percent of total population in this segment study area, exceeding the 50 percent minority population criteria. Thirty four percent of the population had incomes below the Federal poverty line in 1999, which is more than 10 percentage points above the level in the regional study area.
- Union Avenue Corridor: Minority population represents 75 percent of total population in this segment study area, exceeding the 50 percent minority population criteria.
- I-5: Tehachapi Crossing: Minority population represents 68 percent of total population in this segment study area, exceeding the 50 percent minority population criteria.
- Antelope Valley Corridor: Minority population represents 51 percent of total population in this segment study area, exceeding the 50 percent minority population criteria.
- Palmdale Station Siding: Minority population represents 73 percent of total population in this segment study area, exceeding the 50 percent minority population criteria.
- Soledad Canyon Corridor: Minority population represents 68 percent of total population in this segment study area, exceeding the 50 percent minority population criteria.
- Metrolink/UPRR: to Sylmar Metrolink Station: Minority population represents 92 percent of total population in this segment study area, exceeding the 50 percent minority population criteria.
- Sylmar Station Siding: Minority population represents 68 percent of total population in this segment study area, exceeding the 50 percent minority population criteria.
- Metrolink/UPRR: Sylmar Metrolink Station to Burbank Airport: Minority population represents 94 percent of total population in this segment study area, exceeding the 50 percent minority population criteria.

- Burbank Airport Siding: Minority population represents 78 percent of total population in this segment study area, exceeding the 50 percent minority population criteria.
- Metrolink/UPRR: Burbank Airport to Downtown Burbank: Minority population represents 63 percent of total population in this segment study area, exceeding the 50 percent minority population criteria.
- Burbank Downtown Station Siding: Minority population represents 58 percent of total population in this segment study area, exceeding the 50 percent minority population criteria.
- Metrolink/UPRR: Burbank Downtown Siding: Minority population represents 58 percent of total population in this segment study area, exceeding the 50 percent minority population criteria.

**Table 4.3.2-1**  
**ENVIRONMENTAL JUSTICE FACTORS**  
**HST SEGMENT AND STATION LOCATION STUDY AREAS**  
**BAKERSFIELD TO LOS ANGELES REGION**

	% Minority Population	% Population Below Poverty Income Level
<b><i>Bakersfield to Sylmar</i></b>		
<b>Alignments</b>		
Wheeler Ridge Corridor	84.5%	34.4%
Union Avenue Corridor	75.0%	30.2%
I-5: Tehachapi Crossing	68.2%	14.2%
SR-58 Corridor	43.0%	13.3%
Antelope Valley Corridor	50.5%	23.9%
Palmdale Station Siding	73.1%	29.6%
Soledad Canyon Corridor	67.7%	17.7%
<b>Stations</b>		
Palmdale Station	79.7%	44.6%
<b><i>Sylmar to Downtown Burbank</i></b>		
<b>Alignments</b>		
Metrolink/UPRR: to Sylmar Metrolink Station	73.9%	18.1%
Sylmar Station Siding	91.6%	18.4%
Metrolink/UPRR: Sylmar Metrolink Station to Burbank Airport	93.9%	23.6%
Burbank Airport Siding	78.0%	19.9%
Metrolink/UPRR: Burbank Airport to Downtown Burbank	62.9%	16.6%
Burbank Downtown Station Siding	57.9%	17.7%
<b>Stations</b>		
Metrolink/UPRR Sylmar Station	90.7%	14.2%
Burbank Airport Station	79.8%	19.4%
Burbank Downtown Station	59.2%	18.2%
<b><i>Downtown Burbank to Los Angeles</i></b>		
<b>Alignments</b>		
Metrolink/UPRR: Burbank Downtown Siding	58.5%	19.5%



	<b>% Minority Population</b>	<b>% Population Below Poverty Income Level</b>
Metrolink/UPRR: Glendale	<b>77.7%</b>	<b>19.0%</b>
Metrolink/UPRR: Downtown Burbank to LAUS (over and under I-5 and SR-110)	<b>90.4%</b>	<b>22.8%</b>
Metrolink/UPRR: Downtown Burbank to LAUS (over I-5 and SR-110, south section)	<b>90.6%</b>	<b>27.4%</b>
Metrolink/UPRR: Downtown Burbank to LAUS (under I-5 and SR-110, south section)	<b>90.6%</b>	<b>27.4%</b>
I-5: Burbank Downtown Siding	<b>63.6%</b>	<b>19.5%</b>
I-5: Glendale	<b>71.0%</b>	<b>13.4%</b>
I-5: Downtown Burbank to LAUS Station (cut and cover at Silver Lake)	<b>80.3%</b>	<b>21.5%</b>
I-5: Downtown Burbank to LAUS (aerial at Silver Lake)	<b>80.3%</b>	<b>21.5%</b>
LAUS East Bank North	<b>87.5%</b>	<b>34.8%</b>
LAUS East Bank Siding	<b>83.5%</b>	<b>33.1%</b>
LAUS Existing Siding	<b>85.8%</b>	<b>36.3%</b>
LAUS Existing South	<b>89.7%</b>	<b>39.4%</b>
South Connection	<b>85.8%</b>	<b>38.7%</b>
LAUS South Siding	<b>87.8%</b>	<b>33.2%</b>
LAUS Existing East	<b>84.3%</b>	<b>33.3%</b>
East Connection	<b>90.3%</b>	<b>30.5%</b>
<b>Stations</b>		
LAUS Existing	<b>82.3%</b>	<b>37.7%</b>
LAUS South Station	<b>82.5%</b>	<b>39.1%</b>
LAUS East Bank Station	<b>81.3%</b>	<b>42.8%</b>
Maintenance Yard	<b>91.9%</b>	<b>35.9%</b>

- Metrolink/UPRR: Glendale: Minority population represents 78 percent of total population in this segment study area, exceeding the 50 percent minority population criteria.
- Metrolink/UPRR: Downtown Burbank to LAUS (over and under I-5 and SR-110): Minority population represents 90 percent of total population in this segment study area, exceeding the 50 percent minority population criteria.
- Metrolink/UPRR: Downtown Burbank to LAUS (over I-5 and SR-110, south section): Minority population represents 91 percent of total population in this segment study area, exceeding the 50 percent minority population criteria.
- Metrolink/UPRR: Downtown Burbank to LAUS (under I-5 and SR-110, south section): Minority population represents 91 percent of total population in this segment study area, exceeding the 50 percent minority population criteria.
- I-5: Burbank Downtown Siding: Minority population represents 64 percent of total population in this segment study area, exceeding the 50 percent minority population criteria.

- I-5: Glendale: Minority population represents 71 percent of total population in this segment study area, exceeding the 50 percent minority population criteria.
- I-5: Downtown Burbank to LAUS Station (cut and cover at Silver Lake): Minority population represents 80 percent of total population in this segment study area, exceeding the 50 percent minority population criteria.
- I-5: Downtown Burbank to LAUS (aerial at Silver Lake): Minority population represents 80 percent of total population in this segment study area, exceeding the 50 percent minority population criteria.
- LAUS East Bank: North: Minority population represents 88 percent of total population in this segment study area, exceeding the 50 percent minority population criteria. Thirty five percent of the population had incomes below the Federal poverty line in 1999, which is more than 10 percentage points above the level in the regional study area.
- LAUS East Bank Siding: Minority population represents 84 percent of total population in this segment study area, exceeding the 50 percent minority population criteria. Thirty three percent of the population had incomes below the Federal poverty line in 1999, which is more than 10 percentage points above the level in the regional study area.
- LAUS Existing Siding: Minority population represents 86 percent of total population in this segment study area, exceeding the 50 percent minority population criteria. Thirty six percent of the population had incomes below the Federal poverty line in 1999, which is more than 10 percentage points above the level in the regional study area.
- LAUS Existing: East: Minority population represents 84 percent of total population in this segment study area, exceeding the 50 percent minority population criteria. Thirty three percent of the population had incomes below the Federal poverty line in 1999, which is more than 10 percentage points above the level in the regional study area.
- East Connection: Minority population represents 90 percent of total population in this segment study area, exceeding the 50 percent minority population criteria. Thirty one percent of the population had incomes below the Federal poverty line in 1999, which is more than 10 percentage points above the level in the regional study area.
- LAUS Existing South: Minority population represents 90 percent of total population in this segment study area, exceeding the 50 percent minority population criteria. Thirty nine percent of the population had incomes below the Federal poverty line in 1999, which is more than 10 percentage points above the level in the regional study area.
- South Connection: Minority population represents 86 percent of total population in this segment study area, exceeding the 50 percent minority population criteria. Thirty nine percent of the population had incomes below the Federal poverty line in 1999, which is more than 10 percentage points above the level in the regional study area.
- LAUS South Siding: Minority population represents 88 percent of total population in this segment study area, exceeding the 50 percent minority population criteria. Thirty three percent of the population had incomes below the Federal poverty line in 1999, which is more than 10 percentage points above the level in the regional study area.
- Palmdale Station: Minority population represents 80 percent of total population in this segment study area, exceeding the 50 percent minority population criteria. Forty five percent of the population had

incomes below the Federal poverty line in 1999, which is more than 10 percentage points above the level in the regional study area.

- Sylmar Metrolink Station: Minority population represents 91 percent of total population in this segment study area, exceeding the 50 percent minority population criteria.
- Burbank Airport Station: Minority population represents 80 percent of total population in this segment study area, exceeding the 50 percent minority population criteria.
- Burbank Downtown Station (Metrolink/UPRR): Minority population represents 59 percent of total population in this segment study area, exceeding the 50 percent minority population criteria.
- Existing LAUS Station: Minority population represents 83 percent of total population in this segment study area, exceeding the 50 percent minority population criteria. Thirty eight percent of the population had incomes below the Federal poverty line in 1999, which is more than 10 percentage points above the level in the regional study area.
- LAUS South Station: Minority population represents 83 percent of total population in this segment study area, exceeding the 50 percent minority population criteria. Thirty nine percent of the population had incomes below the Federal poverty line in 1999, which is more than 10 percentage points above the level in the regional study area.
- LAUS East Bank Station: Minority population represents 81 percent of total population in this segment study area, exceeding the 50 percent minority population criteria. Forty three percent of the population had incomes below the Federal poverty line in 1999, which is more than 10 percentage points above the level in the regional study area.
- Downtown LA Maintenance Yard: Minority population represents 92 percent of total population in this segment study area, exceeding the 50 percent minority population criteria. Thirty six percent of the population had incomes below the Federal poverty line in 1999, which is more than 10 percentage points above the level in the regional study area.

#### **4.3.3. COMMUNITY/NEIGHBORHOOD IMPACTS**

Community cohesion is the degree to which residents have a “sense of belonging” to their neighborhood, a level of commitment of the residents to the community, or a strong attachment to neighbors, groups, and institutions. Transportation projects may divide cohesive neighborhoods when they act as physical barriers or where they are perceived as psychological barriers by the residents. A transportation project that modifies, interferes with, or terminates access to community facilities and services may also affect community cohesion.

For this analysis, HST Segments were anticipated to have an adverse impact on community cohesion if they divide an existing neighborhood, thereby restricting access within the community or to community facilities and services.

Based on these criteria, two HST segments would have an adverse impact on community cohesion, as follows:

- Union Avenue Corridor: This segment passes through and would divide an established residential area in southern Bakersfield.

- I-5: Downtown Burbank to LAUS Station (aerial through Silverlake): The aerial portion of this segment would potentially create a visual barrier in the Silverlake community, except where it transitions from at-grade to aerial, where there would be a physical barrier.

#### **4.3.4. PROPERTY**

Much of the proposed I-5 and SR-58/Soledad Canyon alignments would require new right-of-way. A large majority of these alignments traverse areas with open space or agricultural land uses and would be expected to have a low potential for property impacts. However, there are portions along these alignments that pass through urbanized areas and would therefore have a medium to high potential for property impacts. The Sylmar to Los Angeles portion of this region is located in a more populous and urbanized area. The Roxford Street Station (directly north of Sylmar) would potentially result in a medium impact on property, and the alignment along I-5 between Burbank Metrolink/Media City Station and the existing LAUS would have a medium to high potential to impact property.

Overall, between 4 mi (6 km) and 15 mi (24 km) of rail alignment and station locations (between 3% and 11% of total HST alignment in the region) would potentially result in high property impacts, and between 4 mi (6 km) and 15 mi (24 km) of alignment and station locations (between 4% and 11% of total HST alignment in the region) would potentially result in medium property impacts. The higher numbers generally reflect inclusion of impacts along the Antelope Valley route.

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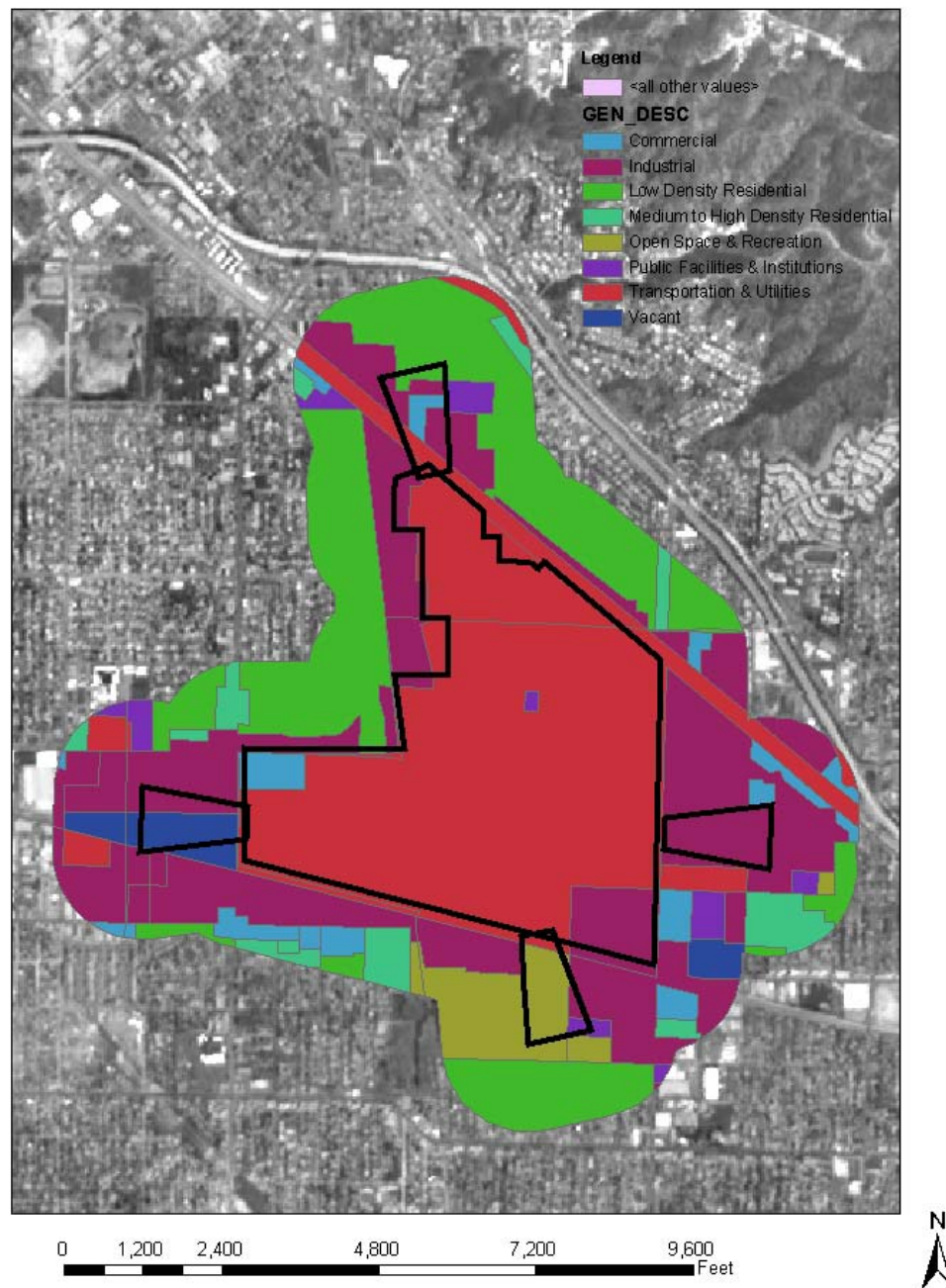
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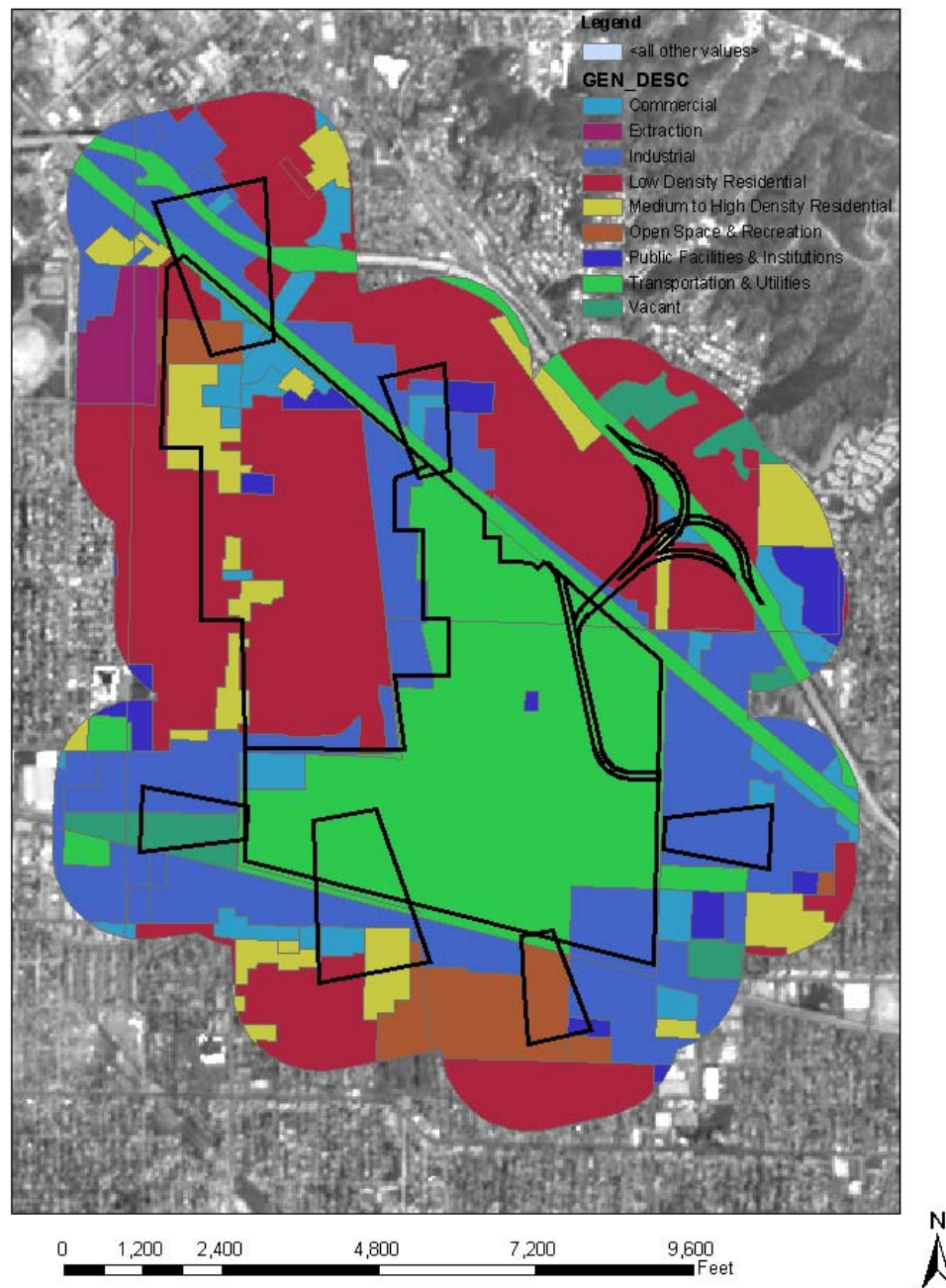
# Appendix A

## Airport and Station Alternatives

**Figure A-1**  
**Quarter-Mile Buffer Areas: No-Project Alternative**  
**Burbank Airport (no change)**

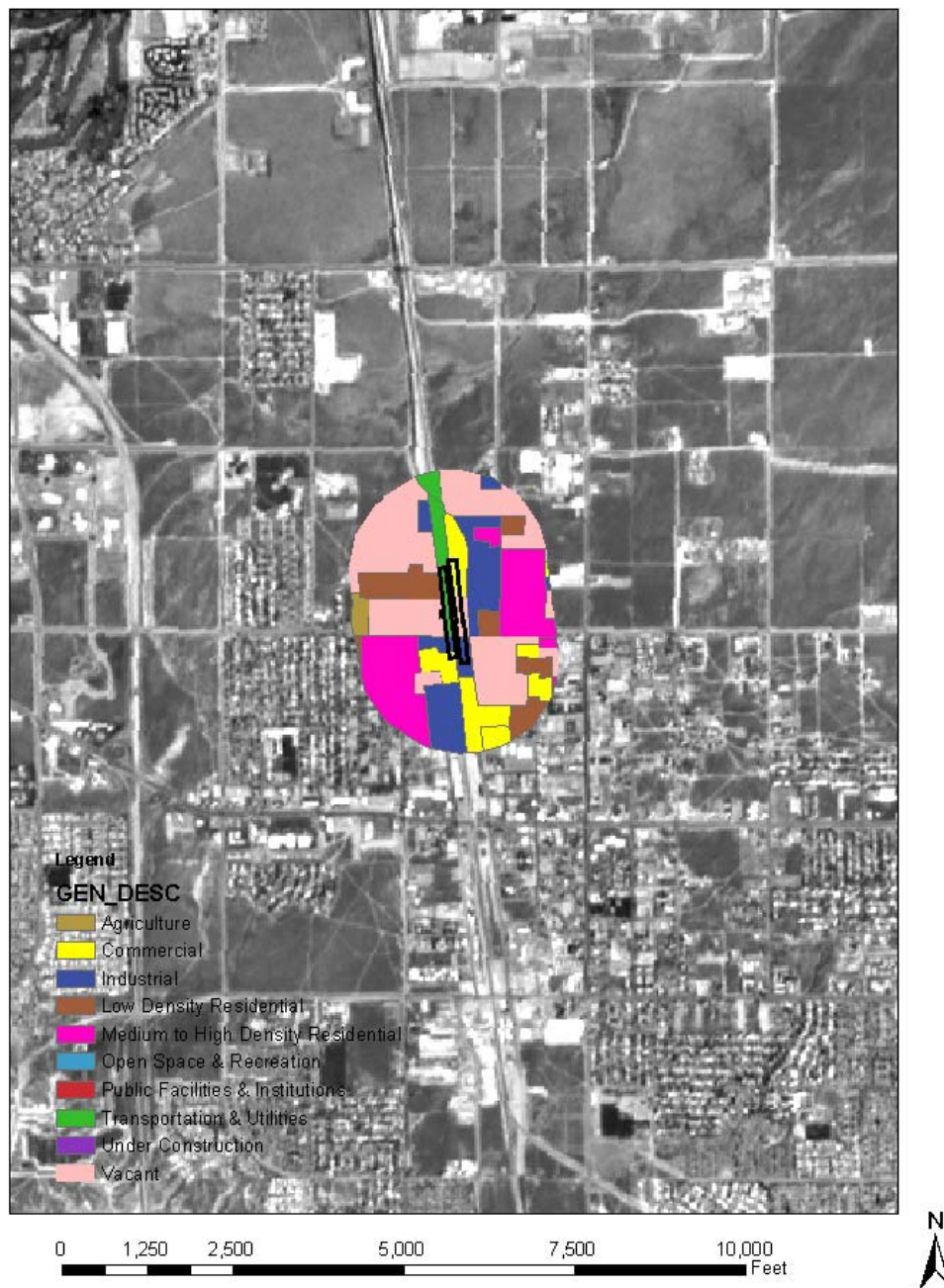


**Figure A-2**  
**Quarter-Mile Buffer Areas: Modal Alternative**  
**Burbank Airport (9.9 additional MAP, 19 new gates, 1 new runway, 1 new access)**

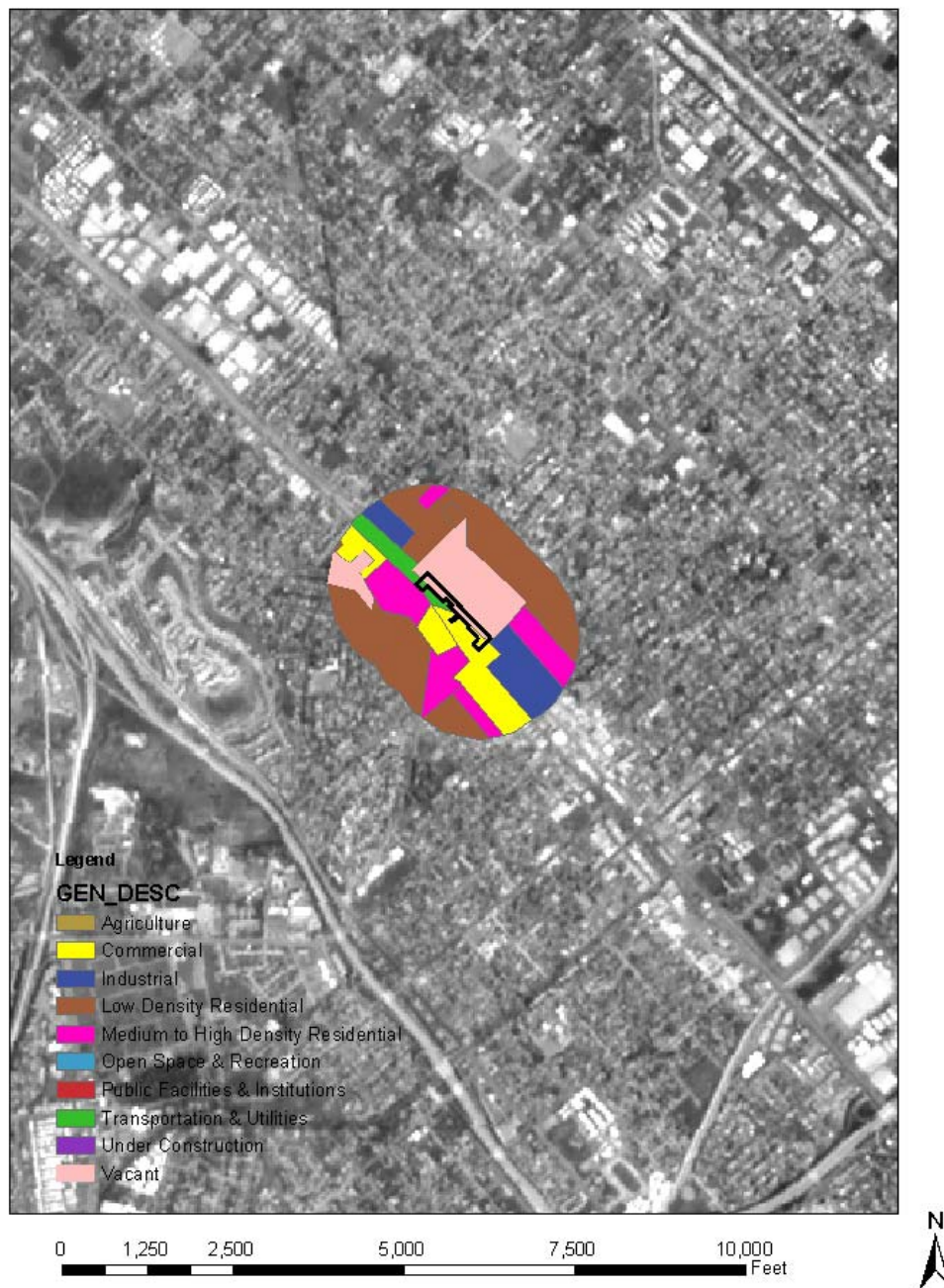




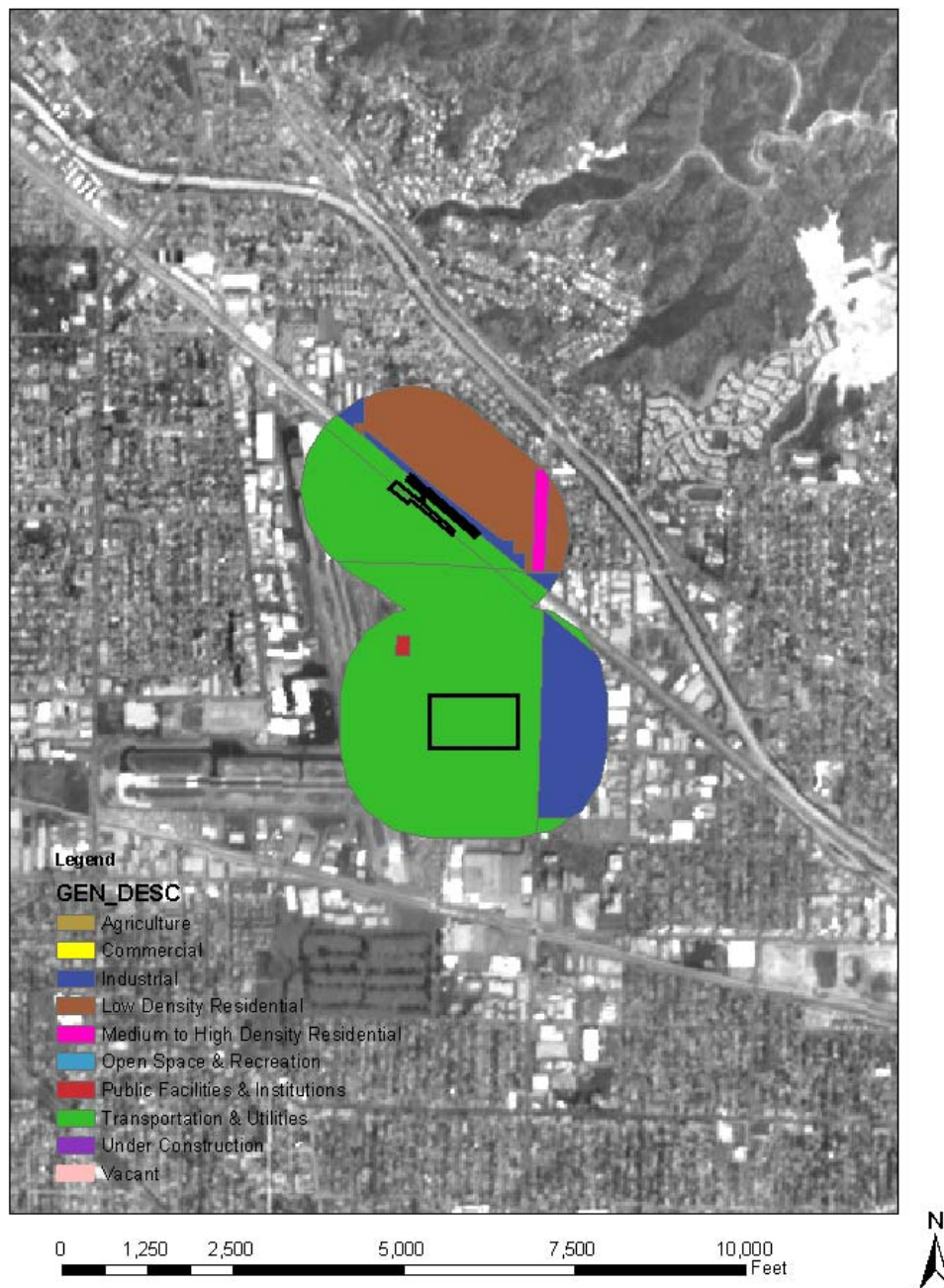
**Figure A-3**  
**Quarter-Mile Buffer Areas: High-Speed Train Corridor and Station Options**  
**Palmdale Station**



**Figure A-4**  
**Quarter-Mile Buffer Areas: High-Speed Train Corridor and Station Options**  
**Sylmar Station**

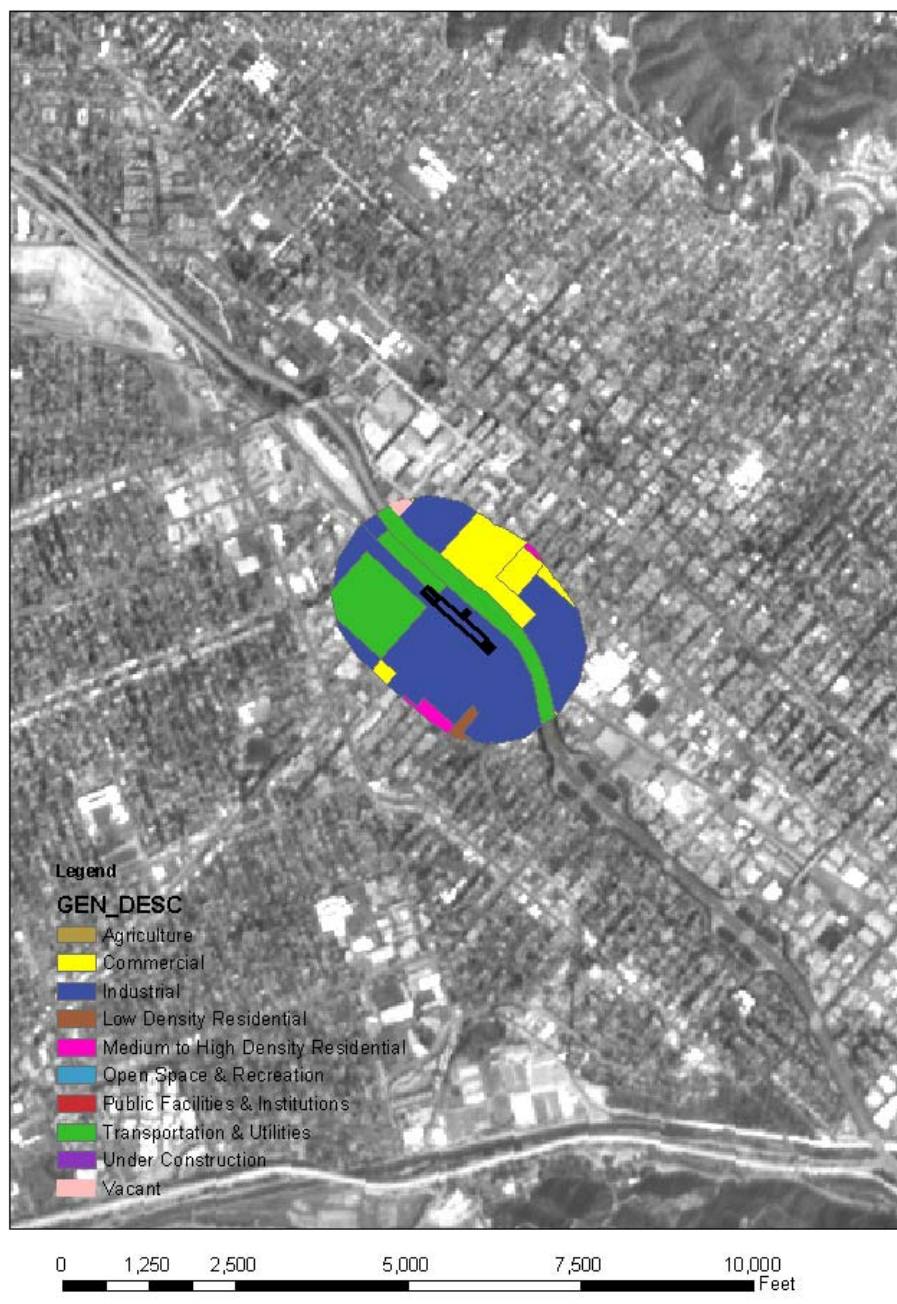


**Figure A-5**  
**Quarter-Mile Buffer Areas: High-Speed Train Corridor and Station Options**  
**Burbank Airport Station**

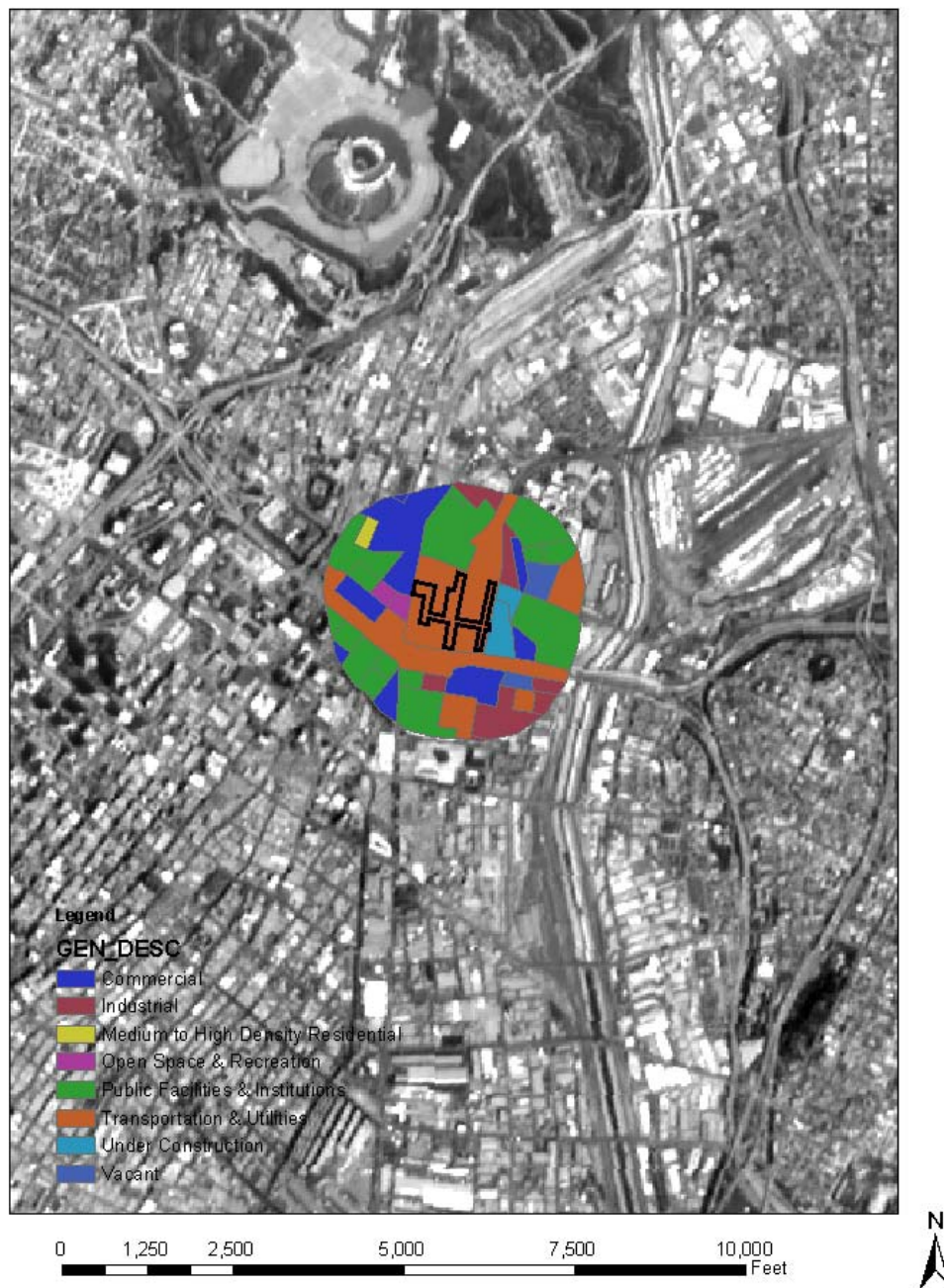




**Figure A-6**  
**Quarter-Mile Buffer Areas: High-Speed Train Corridor and Station Options**  
**Burbank Downtown Station**

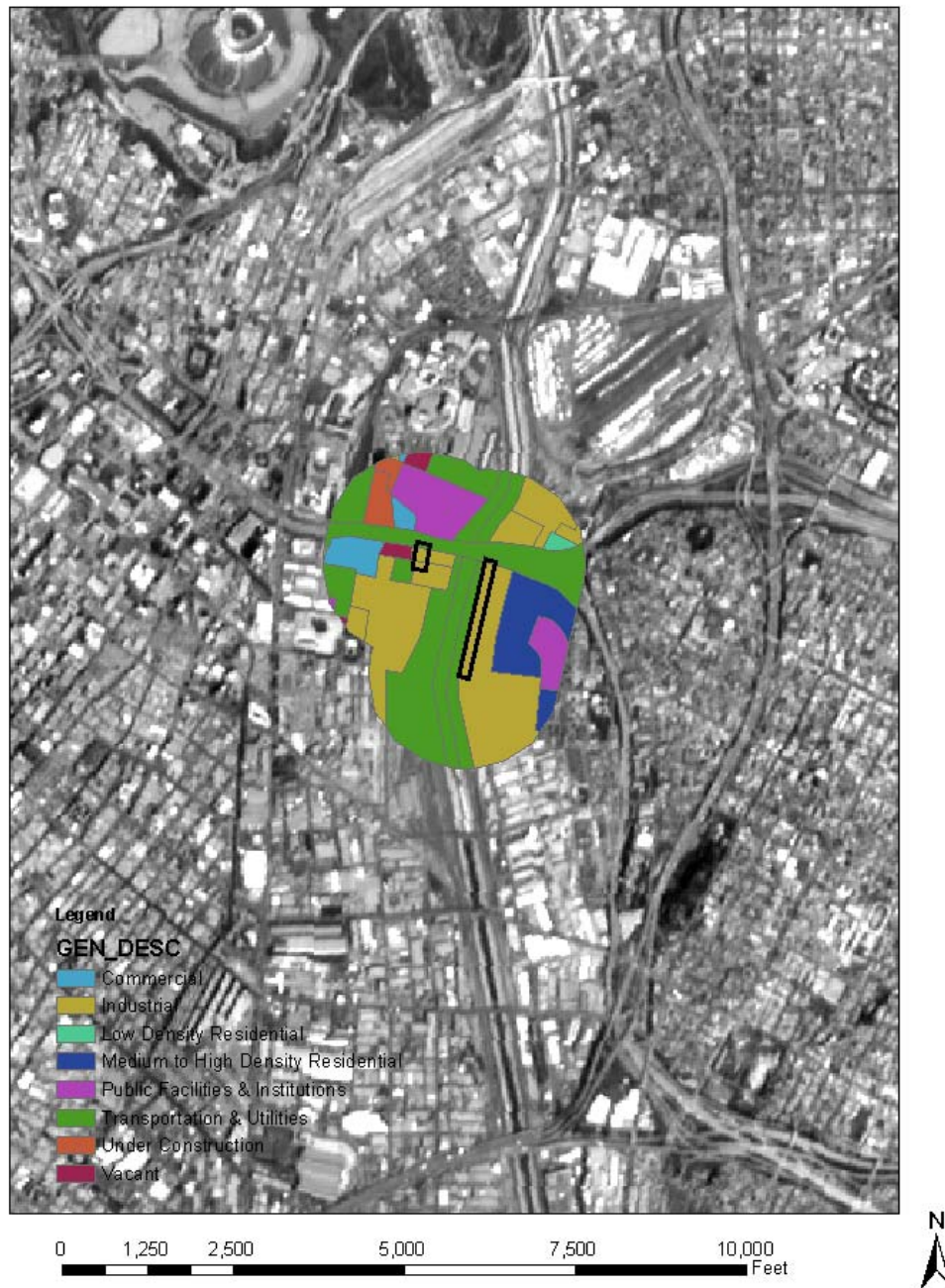


**Figure A-8**  
**Quarter-Mile Buffer Areas: High-Speed Train Corridor and Station Options**  
**Existing LAUS Station**

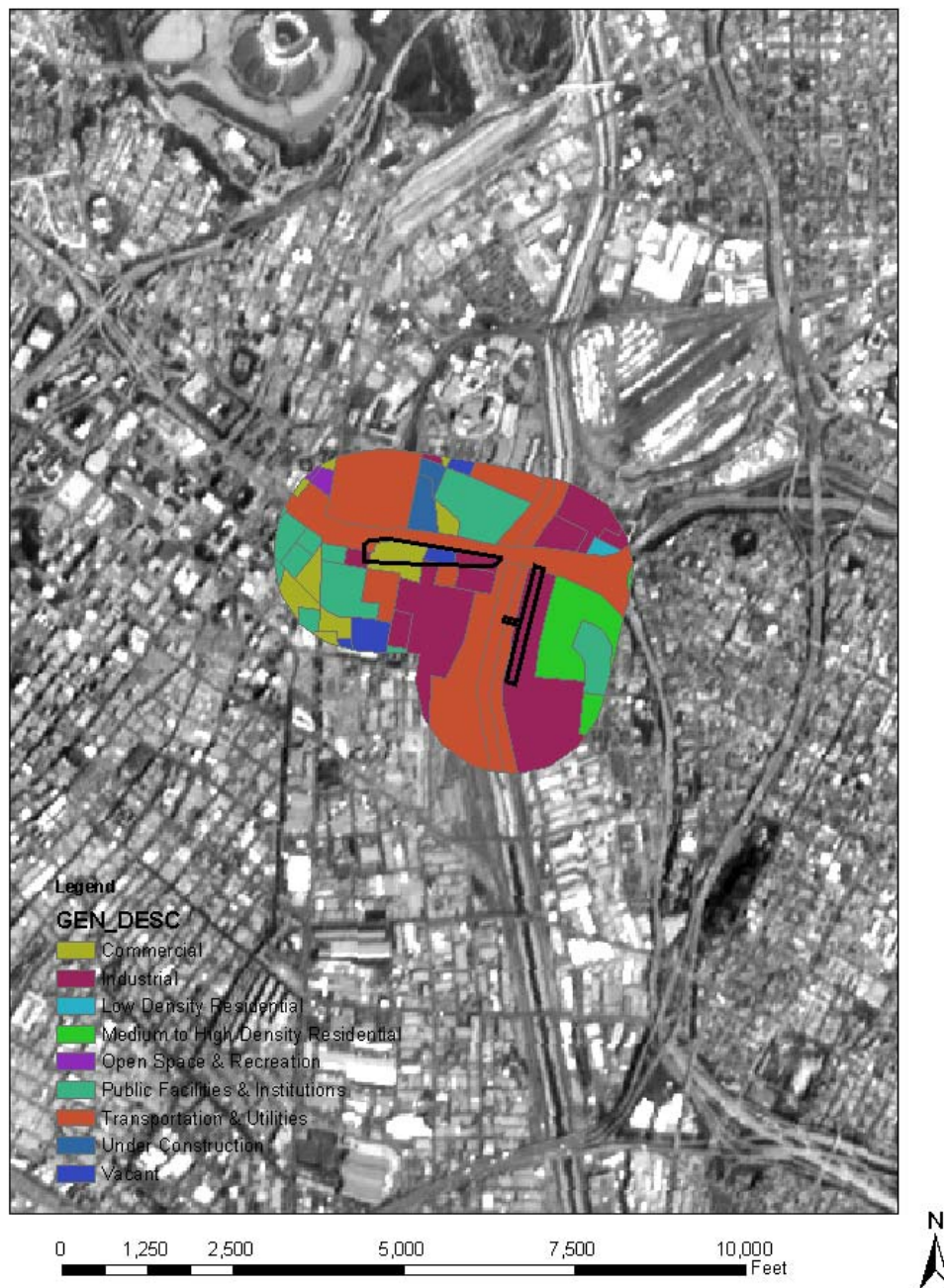




**Figure A-9**  
**Quarter-Mile Buffer Areas: High-Speed Train Corridor and Station Options**  
**LAUS South Station**



**Figure A-10**  
**Quarter-Mile Buffer Areas: High-Speed Train Corridor and Station Options**  
**LAUS East Bank Station**





**Figure A-11**  
**Quarter-Mile Buffer Areas: High-Speed Train Corridor and Station Options**  
**Maintenance Yard**

